

## Type I Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	BR-0036
WBS Element	67036.1.1

A. Project Description:

This project replaces Nash County Bridge No. 41 on NC 33 over I-95. The bridge will be replaced on the existing alignment while detouring traffic offsite, see Figure 1 - Vicinity Map. The proposed project is included in the Bridge Program as Project Number BR-0036.

The existing bridge is 214 feet long with a clear roadway width of 43.33 feet. The bridge has a reinforced concrete floor on I-beams. The substructure has end bents made of reinforced concrete caps and precast prestressed concrete piles with interior bents of reinforced concrete post and beam with pile footings.

The proposed replacement bridge will be approximately 220 feet long with a clear roadway width of 40 feet: two 12-foot lanes with 8-foot outside shoulders. The roadway grade will be approximately 3-foot above the existing grade. The roadway will be designed as a Rural Major Collector using AASHTO Regional Tier Guidelines with a 60-mph design speed.

B. Description of Need and Purpose:

The purpose of the proposed project is to replace Bridge No. 41, which was constructed in 1966 and is considered structurally deficient. NCDOT Structures Management Unit records indicate that the bridge has a sufficiency rating of 85 out of a possible 100 and is considered Structurally Deficient due to a deck condition and substructure rating of 4 out of a possible 9, based on Federal Highway Administration (FHWA) standards. The bridge is also considered to be Functionally Obsolete due to an under-clearance rating of 3 out of a possible 9. Recent maintenance activities have provided for a high sufficiency rating; however, these maintenance activities are considered temporary. Therefore, the bridge is considered to be approaching the end of its useful life.

C. Categorical Exclusion Action Classification:

**Type IA**

D. Proposed Improvements

- 26. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints listed in 23 CFR 771.117(e)(1-6).

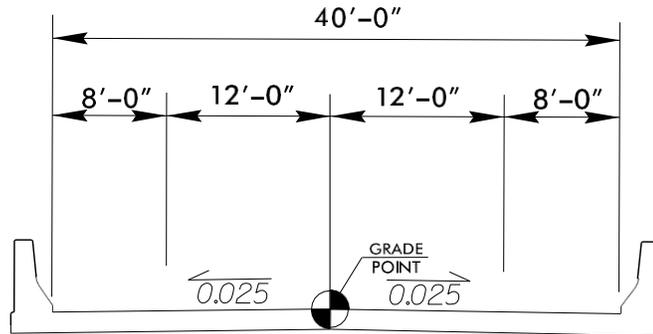
E. Special Project Information:

**Offsite Detour** – The proposed bridge will be replaced along the existing alignment and traffic will be detoured around the construction utilizing NC 48 / NC 4 and SR 1515 (Shiloh Church Road).

**Alternative Analysis** - Due to the availability of an acceptable offsite detour, replace-in-place was the only replacement alternative studied. The No-Build alternative was not considered since it would not address the need to replace the deficient bridge, and phased construction

was not evaluated due to the presence of an acceptable offsite detour.

**Typical Section for Bridge:**



**Public Involvement** - A newsletter has been sent to all those living along the proposed project detour route providing information about the bridge replacement project. One comment, from the owner of the BP station, was received requesting additional information. No other comments have been received to date.

**Design Exceptions** – A Vertical Curve design exception is anticipated for this project.

**F. Project Impact Criteria Checklists:**

<u>Type I - Ground Disturbing Actions</u>		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact anadromous fish?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

**Northern Long-eared Bat (NLEB)**

The US Fish and Wildlife Service has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the NLEB in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is "May Affect, Likely to Adversely Affect." The PBO will provide incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Nash County, where the project is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

**Question 15 - Hazardous Materials:** Three properties within the project study area have been identified as sites of concern: New Dixie Mart 19, Former W&C Service Center, Dozier Property. These properties are located on the west side of I-95 along NC 33.

H. Project Commitments

See Attached Project Commitments Green sheet



**PROJECT COMMITMENTS**

**Nash County**

**Replace Bridge No. 41**

**on NC 33 over I-95**

**WBS 60736.1.1**

**STIP Project BR-0036**

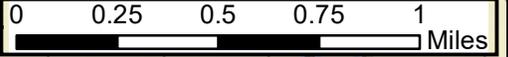
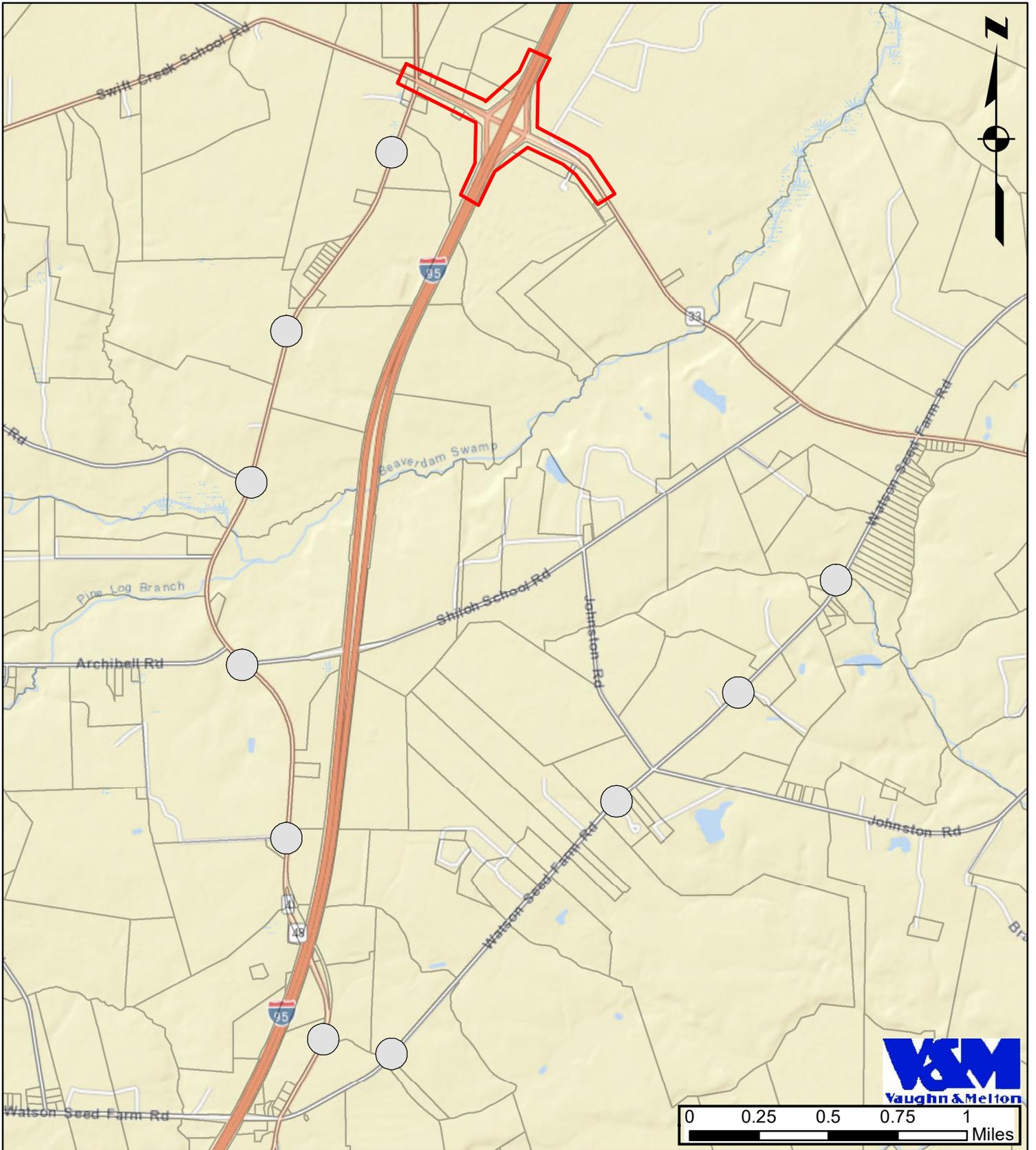
**Division Four Construction, Resident Engineer's Office**

In order to have time to adequately reroute school busses, Nash County Schools should be contacted at least one month prior to road closure.

Nash County Emergency Services should be contacted at least one month prior to construction to make the necessary temporary reassignments to primary response units.

**GeoEnvironmental Section – Impacts to Underground Storage Tanks (UST's)**

If further design indicates potential impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right of way purchase.



Nash County

### Legend

-  Project Study Area
-  Offsite Detour



North Carolina Department of Transportation  
Structures Management Unit

Nash County  
Replace Bridge No. 41 on  
NC 33 over I-95

**BR-0036**

Figure 1 - Vicinity Map



Proposed National Register Boundary  
O.J. Smith Cotton Gin (NS0513)

NC 33

Stuckey's BP

Replace Bridge No. 41

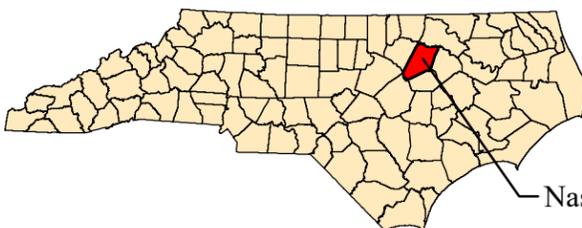
Begin STIP Project BR-0036

NC 4 / NC 48

I-95 Southbound  
I-95 Northbound

End STIP Project BR-0036

0 0.0375 0.075 0.15 Miles



Nash County



North Carolina Department  
of Transportation  
Structures Management Unit

Nash County  
Replace Bridge No. 41 on  
NC 33 over I-95

**BR-0036**

Figure 2

17-12-0062



## HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	BR-0036	<b>County:</b>	Nash
<b>WBS No.:</b>	67036.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Replace Bridge No. 41 on NC 33 over I-95 (off-site detour planned, no improvements).			

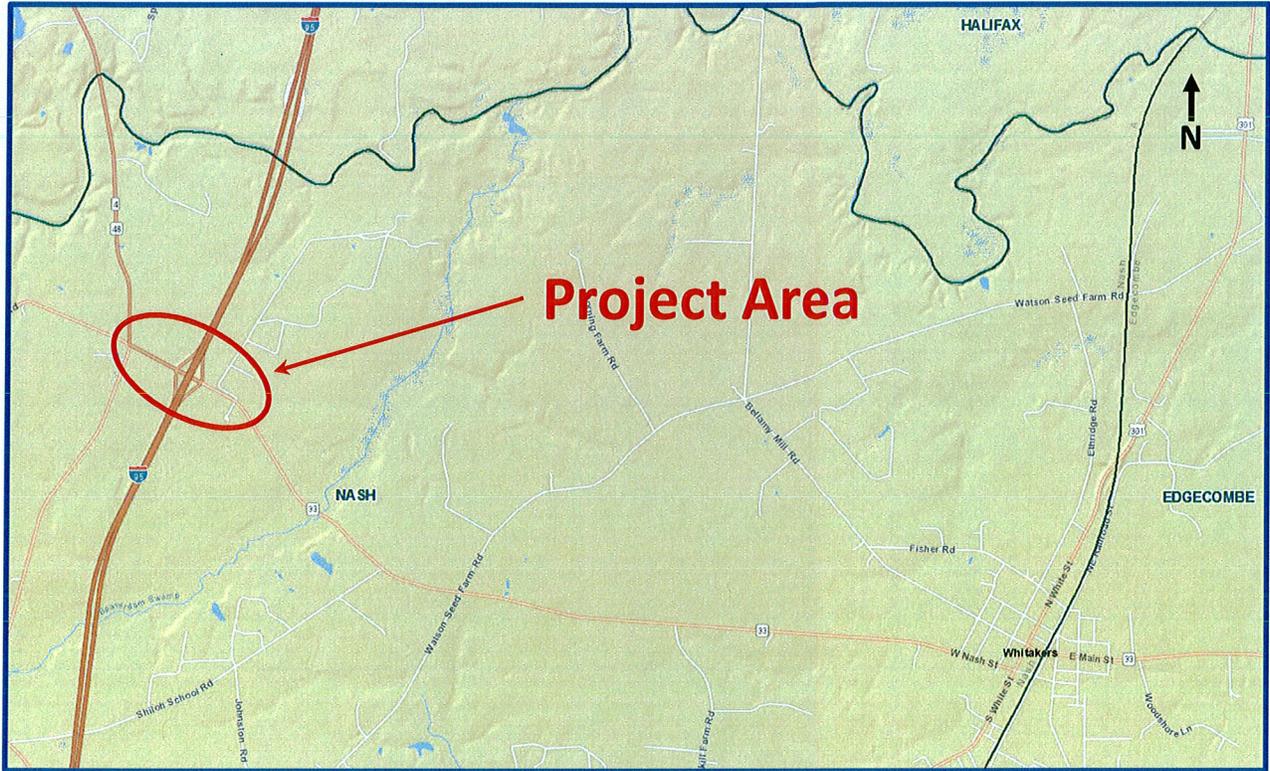
### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

*Description of review activities, results, and conclusions:* HPOWeb reviewed on 18 January 2018 and yielded four SS, and no NR, DE, LD, or SL properties in the Area of Potential Effects (APE). Nash County current GIS mapping, aerial photography, and tax information indicated an APE of cultivated fields and some developed parcels with residential, agricultural, and commercial resources dating from the 1910s to the 1970s (viewed 18 January 2018). At the western end of the APE stand two resources of possible significance: the Hickory Baptist Church (NS0512) (#12702 NC 48, PIN: 385600378836) and the O. J. Smith Cotton Gin (NS0513) (#8283 Swift Creek School Road, PIN: 3856002656690). Two other, previously recorded resources, the Faucett House (NS 1498) and the Smith Tenant House (NS 1499) located on the same large parcel as the cotton gin, were determined not eligible for the NR in 2016 (Atlantic Coast Pipeline studies). The remaining pre-1970 resources are unexceptional (some are also altered) examples of their types. Constructed in 1966, Bridge No. 41 is not eligible for the National Register as it is neither aesthetically nor technologically significant. The APE equates with the study area provided in the review request (see attached). The comprehensive county survey (1984) and related publication as well as later studies, record no properties in the APE besides those mentioned above (Richard L. Mattson, *The History and Architecture of Nash County, North Carolina* (Nashville, NC: Nash County Planning Department, 1987)). The relative placement of the resources and the proposed work, indicated the need for field investigation and NR eligibility evaluation.

In a December 2018 report, prepared by Cardno, Inc. for NCDOT, the O. J. Smith Cotton Gin is recommended as eligible for listing in the NR (see attached for boundary), and the Hickory Baptist Church, the Faucett House, and the Smith Tenant House as not eligible. In February 2019 HPO concurred with the eligibility findings (see attached memo).

Technical report and photographs on file NCDOT -- Historic Architecture and NCHPO.





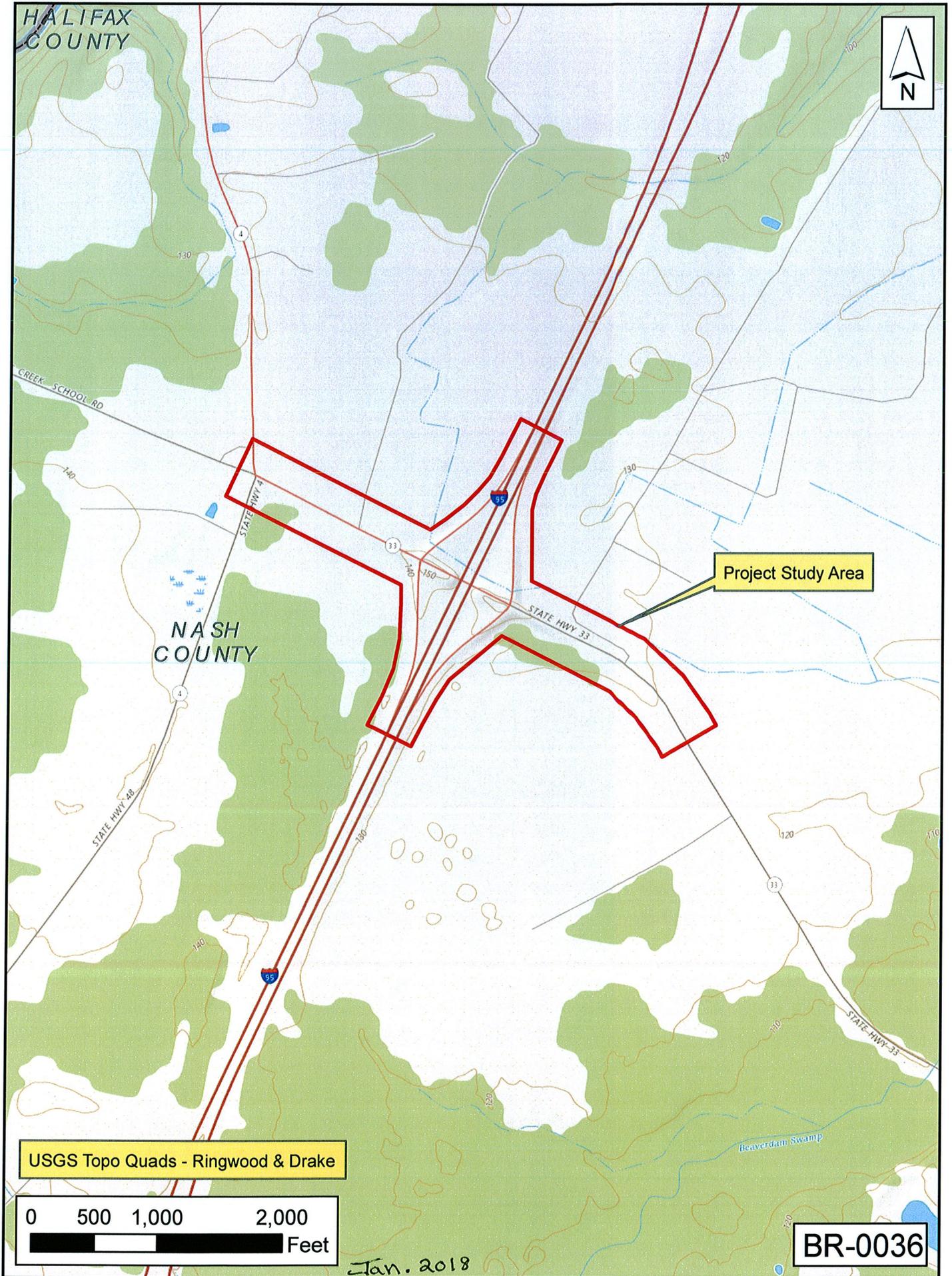
BR-0036

Bridge No. 41 Replacement

Nash County

WBS No. 67036.1.1

Base map: HPOWeb, nts



USGS Topo Quads - Ringwood & Drake



BR-0036

Jan. 2018

Tracking No. 17-12-0062



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

February 7, 2019

MEMORANDUM

TO: Vanessa Patrick  
Human Environment Unit  
NC Department of Transportation

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, BR-0036, Replace Bridge 41 on NC 33 over I-95,  
PA 17-12-0062, Nash County, ER 19-0081

Thank you for your December 19, 2018, memorandum transmitting the above-referenced report. We have reviewed the report and concur that the O. J. <sup>Smith</sup> Cotton Gin, Seed House and Well (NS0513) are eligible for listing in the National Register of Historic Places under Criteria A for agriculture and industry and C for architecture. However, we do not concur with the proposed boundary. Rather than the existing right-of-way south of the ditch along Swift Creek School Road, we believe the bottom of the ditch along the road to be a better boundary.

We also concur that the following properties are not eligible for listing for the reasons outlined in the report.

- Hickory Baptist Church (NS0512)
- Faucett House (NS1498)
- Smith Tenant House (NS1499)

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)



## Proposed National Register Boundary

O. J. Smith Cotton Gin (NS0513)

#8283 Swift Creek School Road, Hickory

PIN: 385600265669U

Base map: Current Nash County GIS, nts

NE boundary line adjusted per NCHPO to bottom of ditch

**BR-0036, WBS No. 67036.1.1**

NCDOT – Historic Architecture

February 2019

Tracking No. 17-12-0062

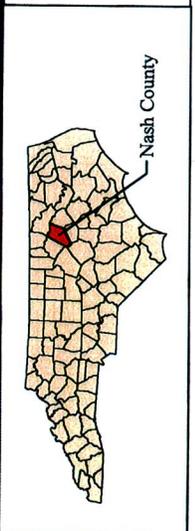


North Carolina Department  
of Transportation  
Structures Management Unit

Nash County  
Replace Bridge No. 41 on  
NC 33 over I-95  
BR-0036

March 2019

Figure 2



Tracking No. 17-12-0062